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#### CLASSIFICATION CENTRAL INTELLIGENCE AGENCY REPORT NO.

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Czechoslovak Railroad Regional Directorate. Hradec Kralove

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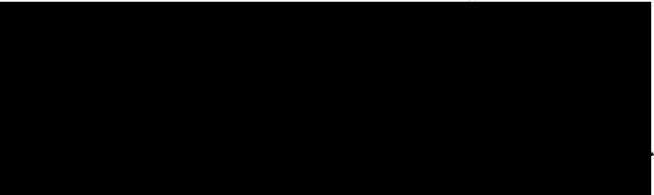
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NO. OF ENCLS. (LISTED BELOW)

**PLACE** ACQUIRED

DATE OF INFO

SUPPLEMENT TO REPORT NO.



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Main railroad lines under the direction of the Czechslovak Railroad Directorate (CSD) at Hradec Kralove (G71) are:

#### Start

Hanusovice (P51/H50) Pardubice (M79) Chlumec n/C (G50) gia Stara Paka (G44) Hradec Kralove (G71) via Jicin (G33) Poricany (M19) via subsidiary line Prague (L78) via Turnov (G24) Nymburk (G20) via M1. Boleslav (GO2) Chocen (G51/109) Josefov-Jaromer (P49/S76) to Krahovec Prague (L78) via Vsetaty (F80) Lysa n/L (GOO) via Vsetaty-Decin

#### 2. Subsidiary lines are:

Catolovice (HOO) Doudleby n/O (049/Q95) Opocno (G91) Usti n/Orlici (P50/N18) Dolni Lipka (P51/H40) Sadova (G61) Smrzovka (G82?) Vaclavice (unlocated) Zelezny Brod (G35) Liberec (G16) Smidary (G51) Chlumec n/C (G50) Mlada Boleslav (GO2) Mlada Boleslav (GO2) -Martinice (050/NO1?) Kuncice (G60) Trutnov (G74) Kralovec (unlocated) Kopidlno (G31) Skalsko (F92) Liberec (G16)

# Terminus

Prague (L78) Liberec (G16) Trutnov (G74) Turnov (G24) Jicin (G33) Liberec (G16) Varnsdorf-Rumburk (F78) Mezimesti (050/R08?) Trutnov (G74) Usti n/Labem (N51/F44) Usti n/Labem

Solnice (HOl) Rokytnice v Orl. horach (P51/H21) Dobruska (unlocated) Kynsperk (P50/N29) Silperk (unlocated) Smirice (372) Josefodol-Maxov (326/051-F86) Starkoc (G93) Tanvald (G36) Polubny-Korenov (unlocated) Vysoke Veseli (G42) Krinec (G21) Stara Paka (G44) Melnik (F71) Rokytnice n/Jizerou (unlocated) Vrchlabi (G55) Svoboda n/Upou (unlocated) Zacler (unlocated) Detenice (U22) Chotetov (unlocated)

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Liberec (G16) via Cernousy (unlocated) Liberec via Frydlant (G18) Hermanice (G53, G52?) Raspenava (G18) Hermanuv Mestec (G82?)

Zawidow (PKP -Polish RR) Jindrachovice pod Smrkem (?)

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Bily Potok (S 48/G43) Vapenny Podol (050/M67) Prelouc (M58)

3. All the main and subsidiary lines above operate on a 24-hour basis. Steam and Diesel locomotives are used; there are no electric lines.

#### 4. Tracks

Prachovice (MS9)

a. All tracks are standard gauge, with the exception of the following narrow-gauge lines on which standard width cars are employed mounted on narrow-gauge undercarriages:

Frydlant - Hermanice u Frydlantu Frydlant - Jindrichovice pod Smrkem

b. The following lines are doubled-tracked:

Velky Osek (M39) -

- Kolin (M38)

Velky Osek Lysa n/Labem Lysa n/Labem (GOO) via Nymburk Usti n/L (N51/F44) via Vsetaty

Lysa n/Labem - Prague

All other lines are single-tracked.

c. Tracks on all lines are in good condition, most consisting of new rails conforming to the CSD specification: 25 meters long, 43 kg/meter weight. The rails are not welded but joined by tie beams. They are held to the sleepers by nails and fastened to the braces by bolts and muts (screws). German rails are still used only in the Sudetenland. Permanent ways are generally in good shape, sleepers having been replaced by new wooden ones. Only small sections of some subsidiary lines are equipped with iron sleepers. Foundations also are in good condition and tracks are bedded in stone ballast. Cinders are not used anywhere.

## 5. Signal Installations

Electric signals are used throughout the system. All such installations are up to date in every respect and in excellent condition.

#### 6. Switches

New switches have been installed at Chotovice (050/M49), Stranova (GO2), and Kuks (G73).

### 7. Bridges and Viaduct Line Crossings

All railroad bridges have been reinforced since the end of the war and are fit to sustain the heaviest loads for three years to come. This, however, does not apply to bridges between the stations of Libneves (unlocated) and Velky Osek (M39) on the Prague-Hanusovice line (P51/H50), where locomotives of the 367 series and heavier must pass at a reduced speed of 20 mph. Locomotives of less weight may pass at full speed. The junction at Velky Osek is equipped with a triangle or arc (Oblouk) which eliminates the necessity for reversing locomotives and permitting a non-stop drive along the entire Hanusovice-Prague line, A viaduct crossing of two lines (prevod) exists only at Nymburk (G20), leading to the new shunting yard.

#### 8. Railroad Yards

a. The largest yards are outside Nymburk, where new shunting yards are under construction and partly in use, in the direction of Podebrady (M29) and near the Mrlina River, which had to be diverted for more than half a mile. Spare tracks in this yard have a length of three miles.

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Other shunting yards in order of importance are: Hradec Kralove, Liberec, Turnov Vsetaty, and Velky Osek. These yards have an average capacity of 100 cars per individual track; in-between stations have single tracks holding up to 65 cars.

c. Large junctions and transit yards exist at:

Hradec Kralove Nymburk Velky Osek

Mlada Boleslav Stara Paka Tymiste (050/M36)

Lysa n/Labem . Vsetaty Turnov

Josefov-Jaromer

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Liberec Trutnov

Chlumec n/Cidlinow Bakow n/Jizerou (GO3)

d. There are transhipment yards at:

Hradec Kralove (largest) Josefov-Jaormer Liberec

Turnov Stara Paka Trutnov

Nymburk Vsetaty

All station buildings are in good condition. There is no manpower shortage and stations are operated at full personnel strength.

## Locomotive Sheds

Sheds at Hradec Kralove and Nymburk can accommodate twenty locomotives (each station). Vsetaty can take approximately twenty-five locomotives, buts its sheds are used only by transients since there is no locomotive park. The following stations are equipped with sheds:

Hradec Kralove Josefov-Jaromer Bakow n/Jizerou Castolovice

Mlada Boleslav Stara Paka Trutnbv

Turnov Kysperk (P51/N29) Liberec Velky Osek

Vsetaty (new) Nymburk

- Nymburk: permanent complement of 80 locomotives; there are usually 50 others on hand.
- Hradec Kralove: permarent, 45; temporarily, 50 additional,
- Liberec: 45; Trutnov: 50; Kysperk: 10; all permanent.
- d. Vsetaty has no locomotives of its own but provides parking for space for a maximum of 25 engines from other stations. There are only shorting engines at Mlada Boleslav and Bakow.
- All other locomotives belonging to the Hradec Kralove Directorate are based at various stations on subsidiary lines; normally, three locomotives are in service, with one held in reserve.

#### Locomotive Types 11.

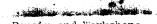
- a. The large yards at Hradec Kralove and Nymburk are equipped with the latest express engines, type 367, with a maximum speed of 75 mph at a 1,000 ton load; these can run 60 miles without requiring additional water or coal. Five such locomotives are stationed at Hradec Kralove.
- b. Other engines used are types 311, 354, 364, 434, and a variety of smaller types, including some German 52's which are still be used on freight trains. These last are very heavy engines of poor quality which require frequent repairs.
- c. Heavy engines run on main lines only and on the two subsidiary lines, Poricany-Jicin (M19-G33) and Hermanuv Mestec-Borohradek (G82-M51/099). Lighter types are run on all other subsidiary lines.
- d. Generally, Diesel cars are employed for passenger traffic on the subsidiary lines. Freight trains are drawn only by steam locomotives.
- Black and brown coal is used for all locomotives.

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#### Repair and Workshops 12.

Repair shops exist at all stoking points and auxiliary repair shops at Kysperk. The largest workshops of the Directorate are at Liberec and Nymburk, with auxiliary shops at Hradec Kralove and Turnov. Repair and workshops for signal installations are at Hradec Kralove. Newly established safety offices (Zabezpecovaci spravy) are located at Liberec, Nymburk, and Turnov.

#### 13. Maintenance

Sectional maintenance and construction departments (Tratove Stavebni Spravy) are located at the following stations:

Nymburk

Mlada Boleslav Hradec Kralove Trutnov Kysperk

Liberec -Nove Mesto n/Metuji

Turnov

Chrudim

Josefov-Jaromer

Stara Paka

## 14. Coal Dumps

a. Coal storage facilities with a capacity of supplies for one year exist at Hradec Kralove, Velky Osek, Nymburk, Liberec, Trutnov, and Vsetaty.

Coal dumps holding supplies for six months are located at:

Hradec Kralove Josefov Jaromer Bakow n/Jizerou

Turnov

Liberec

Mlada Boleslav Stara Paka

Nymburk Lysa

Trutnov Velky Osek Kysperk Vsetaty

c. Smaller coal dumps, with an average supply capacity for four months:

Borohradek Castolovice Svoboda n/Up Skalsko Libun Mseno nr. Melnik Chlumec n/Cid. Vysoke Vesel

Mestec Kralove

Chotetov

- M-M-3-

Silperk Kralovec Kopidlno Sadova Jilemnice

Jicin

Kysperk

Kralovec

Tyniste

Liberec

Smirice

Turnov

### 15. Water Filling Stations

Dolni Lipka Lysa n/Labem Lomnice n/rep. Doudleby Martinice Josefov-Jaromer

Jilemnice

Zacler

Hradec Kralove

Castolovice Bakow n/Jiz. Starkoc Velky Osek Vrchlabi Teplice n/Metuji Nymburk Sadova

Mezimesti

Stara Paka Trutnov Vsetaty Kopidlno Brownov M. Boleslav Libun

Chlumec n/Cidl. Kuncice